

FORD EDITION UNITED AUTOMOBILE WORKER

MEMBER OF THE COMMITTEE FOR INDUSTRIAL ORGANIZATION

VOL. 1

22

DETROIT, WEDNESDAY, JUNE 23, 1937

Price 2 Cents

No. 21

Frankenstein Denounces Rumors

Brands Anti-Union
Propaganda
False

GIVES ANSWERS

Richard T. Frankenstein, head of the Ford Organizational campaign of the UAW, has branded the following eight rumors as lies, maliciously spread throughout the country by the Ford Motor company and its agents, such as Dr. Frank Norris, notorious ex-Texas preacher now making a nuisance of himself in Detroit.

1. It is said that the CIO and UAW are Communist.

THE ANSWER: "The CIO and UAW along with other unions in the CIO are industrial as well as against craft unions such as machinists, carpenters, and teamsters' unions. The CIO is convinced that the industrial form of organization alone is able to be used in organizing the basic industries such as auto, steel, rubber and coal. There is no question of Americanism involved in the form of unionism advocated. To cry 'Communist' the CIO is to draw a red herring across the trail."

Labor in Politics

2. It is said that the CIO and UAW are trying to get control of the government.

THE ANSWER: "American working men have traditionally taken very little interest in politics — less than the organized workers of any other country on the face of the earth. They are usually loyal to the old party traditions — in fact so much so that they have received very little consideration from legislative bodies, police or national guard in the past. The nation-wide efforts to prevent the workers organized into ordinary trade unions from achieving their legitimate ends have aroused workers to take an interest in government. Every time policemen break up picket lines, every time judges interfere and try to interfere with the legitimate activities of unions — just that extent workers have been brought to realize that they ought to have something to say about the police and the judges and the courts. It's not communistic propaganda that has brought Detroit workers to take an interest in government but reactionary judges and police officials."

Elect Own Ticket

The U. A. W. proposes to do the same thing about politics that employers have done in the past and will do as long as they can. They propose to win some elections with their own candidates and in that manner they propose to take over the government. I'd like to ask you a question. Can't the Democratic Party win in every city, state or country here the Republicans are in power, and aren't the Republicans trying to take over the government wherever Democrats are in power?

Employers organize into all sorts of Manufacturers Association and Chambers of Commerce, they raise campaign funds to put



Growing Up With Unionism—Sons of United Auto Workers at Ford Rally in Baby Creek Park, Detroit.

KC Ford Local Stops Thugs

5,000 CIO Members Protest
Arming Plant Through
Pay Trick

Kansas City, Mo. — A mass meeting of all CIO locals of Greater Kansas City was held recently at Ford Park, called in protest of the contemplated arming of the Kansas City Ford plant under the guise of paying 200 men each day in cash instead of paying by check every two weeks as the custom has been for years.

It was the plan of the Ford Motor company to build a strong room commanding the two main entrances of the plant and employing additional men and arming them as guards, also arming the factory service thugs.

The 5,000 CIO members at the demonstration included employees of Montgomery Ward, Chevrolet, Fisher Body, Loos Wiles, Butlers manufacturing company and Brown Straus corporation.

Armed Guard Danger

Every local was represented by speakers from its organizations. Baron DeLouis, Walter Williams, Ray Dunn and O. W. Penny of the executive committee of Ford Local 249 spoke of the dangers of paying in cash and working under the armed guard system. President Jack Swift of Local 93, Chevrolet, was the main speaker of the evening.

(Continued on page 4)

Good News from California

The following telegram was received from our Ford locals in California:

JUNE 22, 1937
FRATERNAL GREETINGS TO THE FORD WORKERS OF DEARBORN MICHIGAN FROM YOUR FELLOW WORKERS ON THE PACIFIC COAST LOCAL UNION SEVENTY SIX RICHMOND CALIFORNIA ONE HUNDRED PER CENT ORGANIZED SEVENTEEN HUNDRED WORKERS HAVING WON TWO STRIKES COLLECTIVE BARGAINING RECOGNITION OF THEIR COMMITTEE AND MANY CHANGES IN WORKING CONDITIONS LOCAL UNION 406 LONG BEACH CALIFORNIA OVER THE TOP LAST WEEK ONE HUNDRED PER CENT ELEVEN HUNDRED WORKERS STOP HOPING TO SEE RIVER ROUGE AS WELL ORGANIZED AS WE ARE IN THE NEAR FUTURE STOP WE ARE ALSO DEALING WITH THE MANAGEMENT CHANGING OUR WORKING CONDITIONS AND SHOP IS FAST BECOMING A BETTER PLACE IN WHICH TO WORK

DICK COLEMAN
INTERNATIONAL REPRESENTATIVE

Richmond UAW Cracks System of Ford Service Department

Richmond, Calif.—Henry Ford's system of labor repression is not invulnerable!

In fact, it's easier to crack than many people thought it would be. As evidence, Local 76 of the United Automobile Workers here presents the following record:

1. Seventeen hundred workers 100 per cent organized.
2. Two strikes won.
3. Recognition and collective bargaining achieved.
4. Many improvements in working conditions.

And the organization of the Richmond assembly plant took less than two months. The latest victory was chalked

up recently when the management signed an agreement which was approved by a 5 to 1 vote of the employees and ended an 11-day walkout.

The airtight, orderly strike—the second in five weeks—concluded with acceptance of the following points, as announced by Frank Slaby, president of the local:

- (1) No discrimination against union members.
- (2) Seniority will be observed.
- (3) Complete disbanding of all other organizations in the plant.

Sole Bargaining
(4) Recognition of the shop committee of the UAW as the

(Continued on page 4)

Ford Workers Going Over to Union

Company Tries Fake
Outfits to Check
UAW Campaign

MUCH ACTIVITY

While 200 Ford employees a day are joining the UAW in Detroit in the Ford organizational campaign, the Ford Motor company has been thinking up new and devious ways of opposing the efforts of the union.

The newest fangled contraption is The Workers Council for Social Justice which announced its formation in a full page advertisement in the newspapers for Sunday, June 13 (See cartoon on the editorial page). This obviously Ford-inspired union has made every effort to show its independence.

Confuse Workers

A few days after the advertisement appeared, Harry Bennett announced that the three organizers from the Ford plant were fired and that the Ford Motor company "has no connection with any union." A short time afterwards Father Coughlin gave the principles of the union faint praise but announced he has no connection with it. As a result, this new company union will serve to confuse the workers by appearing to be independent when it is actually playing Ford's game.

The Ford organizing committee took official recognition of the union and its attempts to mislead workers anxious to unionize when Richard T. Frankenstein, head of the Ford organizational drive, in broadcasting over WJBK on Tuesday evening stated:

Officers First

"I have observed in statements issued by the so-called 'Independent Union for Ford Workers' founded on so-called principles of the National Union for Social Justice, that they claimed that they have nothing against the workers of the United Automobile Workers union, but are opposed to the leadership. As one of

(Continued on page 4)

FORD WORKERS: HERE'S CHANCE TO SPEAK MIND

Designed as a medium of information and ideas for Ford workers, the Ford edition of the United Automobile Worker will be published every Wednesday, filled with news, pictures and cartoons, and letters contributed by readers. We are particularly desirous of receiving letters from Ford workers, to which we devote a large part of the space. We urge all employees and former employees at the River Rouge plant to tell us of conditions and their experiences there. Names must be signed, but will not be used for publication. Sit down now and write us a letter.

This Ford edition of the United Automobile Worker is being sold on the downtown streets of Detroit by the Wayne County Newsboys and Carriers union, a CIO affiliate. Look for it every Wednesday.

FORD EDITION United Automobile WORKER

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UNITED AUTOMOBILE WORKERS OF AMERICA

(\$1.00 per year to non-members)

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MEMBERSHIP

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CHAS POLLOCK, Ass't. Ed.

22

Negro Worker Replies to Defense of Ford

Since the ever-present desire for labor organization has realized itself in the influx of millions into the unions of the Committee for Industrial Organization, and since the United Automobile Workers' campaign has approached its final stage in the Ford drive, the vital question of joining the union has come up squarely before a section of automobile labor—the Negro workers—that constitutes a comparatively large percentage of those remaining to be organized at Ford's.

Now that the opportunity for organization has arrived, this question is resulting in serious discussion among the Negro workers. With this in mind, we present below an exchange of letters on the subject first published in the Detroit Tribune, weekly for Negroes.

Sides with Ford

Dear Mr. Editor:

Much agitation is being carried on by the union, for the purpose of influencing the Negro workers of the Ford Motor company to join the union.

As an employee of the company, working in the shop, I have the opportunity to observe the attitude of the Ford company, toward the Negro employed there, and as such I believe I am in better position to give an opinion as to whether the Negro Ford worker has anything to gain by affiliating himself with the union, than one of the chief agitators among the Negroes, who was trained for the ministry and who has been a resident of Detroit for less than two years.

He has stated that some Negroes think Henry Ford a god. Granting that this were to be true, would he be less godly because there are no Negroes living in Dearborn, his home town? This was given as a reason why Negroes should not think well of Mr. Ford.

Inkster Village

My learned colleague does not mention Inkster Village, where 99 per cent of the population are Negroes, or the many things which Mr. Ford has done for this village, besides giving them employment and educational facilities. He has also set up a social agency to take care of those who are in need of financial or medical aid, whether they are able to work in the shop or not.

Has the learned ecclesiastical brother, who has seen fit to step down from his lofty pulpit to advise the Ford employees, done as much for his congregation? Or did he do as much for the congregation which he pastored, before coming here to advise us, who have worked for the Ford Motor company for the past quarter of a century? Has he taken the time to find out, or does he desire to know the truth, regarding working conditions and wages paid by the Ford Motor company?

If not, I wish to inform him that the average wage is more than seven dollars per day, and that there is no Ford employee who receives less than six dollars a day.

Ford Wages

Henry Ford has always led the way, with the highest minimum wage in the automobile industry. This wage scale was not set because of union agitation, and we in the shop believe that the sooner this agitation ceases, a new and higher wage scale will be set.

As a Negro, working in the open

shop, I know that there are many Negroes employed in the departments of the Ford Motor company, which are closed to them in union shops. There are more Negroes employed by the Ford Motor company by percentage, than any union shop in the automobile industry.

Mr. Ford is not a god, but he has been a savior to thousands of Negroes, by giving them employment according to their ability, when union shops were closed to them. He kept thousands off the relief rolls, thereby saving their moral respect and the city and state thousands of dollars.

(Signed) H. Easton Jr.

Attacks Arguments

Dear Mr. Editor:

In last week's issue of your paper there appeared a headline across the front page which said "Negro Worker Defends Fords." The article was written by Mr. H. Easton, Jr., an employee of the Ford Motor company. Mr. Easton maintained that because he is an employee of the Ford Motor company he is in a better position to observe the attitude of the Negro workers towards the Union. He exclaims in very high sounding words that the Negro workers at Fords have economic equality at Fords, therefore the Union offers them nothing. Mr. Easton has probably been contaminated by propaganda of Fordism. Everyone knows that the position of the Negroes who slave in the foundry of the Ford Motor company is little better than any other factory. The writer upholds Ford in his policy of discrimination against the Negro by saying that Ford is not less Godly by not allowing Negroes to live in Dearborn.

Ford Fears Union

I, as an ex-worker of the Ford Motor company, observed many things that Mr. Easton failed to see. From what happened on May 27, Ford did not rely upon his workers to decide for themselves whether or not they wanted the UAW instead he deputized service men to brutally attack the UAW organizers for fear his employees might join the Union. If the Negro worker is so much in defense of Ford why doesn't he permit them to freely join the union of their choice? The reason is obvious. Ford denies 85,000 workers the right to organize, and uses the most un-American methods of brutality in preserving this right. Is that defending Fords? If breaking the Wagner Labor Law, and the American constitution and

FORD'S NEW GAME

ANNOUNCING

The Formation of a Labor Union Based on Christian Principles

It is evident that here in Michigan there is dire need for a labor union based upon Christian principles of social justice.

It is evident that capital cannot do without labor.

It is evident that labor cannot do without capital.

It is evident that neither can do without the other.

Therefore, there is dire need for a labor union based upon Christian principles of social justice.

There is no doubt that the formation of a labor union based upon Christian principles of social justice is the only way to secure for the worker a just system of wages and hours.

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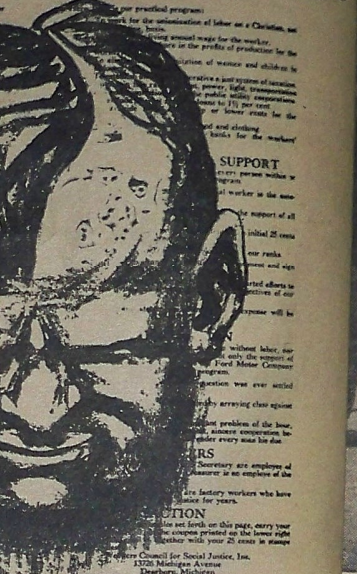
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WORKERS COUNCIL FOR SOCIAL JUSTICE, INCORPORATED
Arthur E. Nelson, President
Robert M. Smith, Vice President
Z. M. Zimmerman, Treasurer

1726 Michigan Avenue
Dearborn, Michigan

Only by the formation of a labor union based upon Christian principles of social justice can the worker secure for himself a just system of wages and hours.

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A Company Union by Any Other Name Smells Just as Bad

FORD GETS CRACKED

(To the tune of "Ole McDonald Had a Farm")

By HAROLD AZINE

Henry Ford, he had a plant, C. I.—C. I. O.
In the plant he had some stools, C. I.—C. I. O.
With a stool, stool here, and a stool, stool there,
Here a stool, there a stool, everywhere a stool, stool.

Henry Ford, he had a plant, C. I.—C. I. O.
The stools advised the boss, "Get wise! C. I.—C. I. O."
The boys are going to organize, C. I.—C. I. O.
Henry trembled; Henry fumed;

Henry for the battle groomed;
But, Henry got a big surprise, C. I.—C. I. O.

The Supreme Court judges, always just, C. I.—C. I. O.
Tore their beards and rolled in dust, C. I.—C. I. O.

Four said, "No," and four said, "Yes,"
And Old Man Roberts said, "I guess—"

The Supreme Court judges, always just, C. I.—C. I. O.
Then old Henry, in a great nightmare, C. I.—C. I. O.

Dreamed every stool became a chair, C. I.—C. I. O.
The boys sat here; the boys sat there;

Here they sat, there they sat, everywhere they sat, sat.
Henry Ford had a great nightmare, C. I.—C. I. O.

Henry awoke from his horrible dream, C. I.—C. I. O.
And from his lips came a terrible scream, "C. I.—C. I. O."

He cursed the union and the Wagner Act;
He beat his breast, and his brains he racked;

And that's how Henry Ford got cracked, C. I.—C. I. O.

Editor: anything in depar ave got fired to be l If c o ant assu organ and wool we'll a eller the departu ers, and s of De is organ t's; it is uch drunk of them that the some of why they They are Ask the still buy Mr. Has from our i We know the believe

sis, etc., which affect Negroes mostly will be cut to a minimum; therefore, their lives will be prolonged and Ford will not be able to throw them on a scrap heap after they have got the best of 1330 Michigan Avenue, Detroit, Mich. (Signed) I, as a former Ford employee, upon all Ford employees UAW today

Ford Workers Discuss Unionism



FORDISM IN ACTION

The 'Traitor' Organizes

The Big Shot sat in his office
With his Yes Men by his side
All "brains" of the plant were meeting
That fate of a man to decide.

This meeting was very serious
The most significant for days
The man was considered a traitor
He had asked the Boss for a raise.

Big Shot spoke up with conviction
Of course we shall never consent
Our policy is not to give raises
This man should be made to repent.

"Now remember, we must be careful
The charges are that he is a 'Red'
Think of the warnings of bankers
And remember what Jim Reed said."

"We shall fire this man at once
The same as we have done before
And hire an inexperienced man
From the group around the door."

It's just such working conditions
That make men want to fight
So each and every one of them
Decided that they should unite.

Men were punished for thinking
But it's not being done any more
Those who seek improved conditions
Will not be kicked out the door.

The moral of this little story
Is that workers who are wise
Thoroughly believe in the slogan
Labor Must Organize.

By SPARKY
Local 249

Dear Editor:
Everything is coming along
In department N607M. We
have got Norris on the run;
as fired two of our boys, but
will be back some of these
days. If Norris and his al-
liant assistants, Georgie Por-
dorgan and Mr. Steadman the
and wooley, don't get a sur-
t, we'll set the beer up
fueller their stooge.

This department is full of black
mers, and their partners the
his of Dearborn, that great
otic organization of Harry
netta; it is about as patriotic
unch drunk Harry is himself.
one of these days we are going
ee that the inspectors get a
ck; some of them haven't got
gh sense to help themselves.
is why they are kept on that
They are loyal Ford em-
yes. Ask the red headed leader
hey still buy him presents.
see Mr. Hastings, one of the
from our department is an
ander for this "social justice".
EL. We know how much social
he believes in. He is one

of Norris's chief stoolies. I bet
he got raised to \$6.40 for it.

Don't let them fool you boys,
get back of the UAW and some of
these days you will have decent
pay and working conditions; and
above all don't take chances just
yet.

To hell with Fordism, I say,
A 100% union man.
Dearborn.

Dear UAW:

My department is 751 at the
Rouge Plant. On the motor as-
sembly, the superintendent is Mc-
Kenna, and if you can imagine
what a slave driver is like, Mc-
Kenna is one. Also, I would like
to expose Bergeson, the big Swede,
as a tool in the hands of the
management, and Black Bob in
the valve grinding department,
who I believe is a stool pigeon.

Yours for a speedy organization
of the River Rouge plant.

WORN-OUT WORKER

Dear Brothers:
I understand you are putting out
a special edition of the "United

Automobile Worker" and that you
would like to have some letters
from Ford workers to publish.
Well, here is one from me which
may help bring letters from other
workers in this department.

This is Department N711X of
River Rouge. We are especially
plagued by Ben Fox, line foreman,
and George Lawrey, line foreman
on No. 3 cylinder line. Lawrey and
Fox are buddies and they both do
Henry's job for him better than
he does it himself. Lawrey particu-
larly is always bellowing at and
driving workers. It is hard to
say which one is worse than the
other, but both of them are bad
enough, and all union men should
beware of them. They can't be
trusted.

Fraternally yours,

UNIONIST

To the Editor:

Ford Local 325 of St. Louis has
a steward system set up on every
line in the plant. A committeeman
is functioning in every depart-
ment. The assistant foreman and
inspectors are all signed up. Every
branch of the local organization is
functioning splendidly.

There is not a worker who has
not voluntarily signed his desire
to become a member. Every work-
er is satisfied with the concession
of better conditions. The plant has
been organized with no violence
on the part of the local. Not a
single man was molested.

In every meeting we have a
very large attendance. The inter-
est and activity of each worker
after years of open shop conditions
is almost unbelievable. Every man
works for the union like a veteran
organizer.

We are writing this list of ac-
complishments in the hope you
will publish this in the Auto-
mobile Worker. Thanking you in ad-
vance, I am,

Sincerely and Fraternalty yours,
J. L. Cooper,
Recording Secretary,
Local 325, St. Louis, Mo.

To the Editor:

I am a member of the Ford local
of the UAW. I am employed in
Dept. 298, which is the crankshaft
department of the Ford Motor
company. This department, I
believe, is one of the most danger-
ous and slave-driven departments
in the motor building.

Snider in charge of the main
bearing finish, if he worked in
any other plant beside the Ford
Motor plant would last about 15
minutes. At the end of that time
the workers would escort him

outside. If Mr. Snider, Mr. Du-
charme and Mr. Goeckel knew
how many of us boys are members
of the UAW, their hair would turn
as white as Maxwell's. As for
Maxwell he is not responsible for
his actions.

We have quite a few of the boys
from this department who take
jobs on service now and then. We
don't blame none of the boys be-
cause we know they are with us
and just take these jobs to get a
little relief from the slavery
they endure here.

So let's keep after the few di-
cards we have left with us, and
before we know it we will have
the same conditions to work under
as we find in other automobile
factories.

Yours for unionism,
A Ford Slave

Dear Mr. Editor:

Just a few lines to let you know,
that I and many other citizens of
Dearborn, are with you complet-
ely in your program. We are fed
up on being ruled by the despots
of the Ford Motor company. Most
of the elected officials of our city
take their orders from the Ford
Motor company; and I believe that

with your cooperation we will be
able to make Dearborn a part of
the state of Michigan, and that we
shall be granted again, the right
of life, liberty and the pursuit of
happiness that our American
Constitution gives us.

So let us all cooperate and fight
at the polls together in the com-
ing election.

Yours for Americanism -- not
Fordism.

A Citizen of Dearborn

Ford Workers! Ford Workers! It
is time to get wise.

Let us show Old Henry just how
to organize.

Let us tell Bennett and Brooks,
and all of their stools,

That we are Americans, are no
longer fools.

Let us fight for our rights under
The Wagner Bill,

As our forefathers fought at Bun-
ker Hill.

So get back of Lewis and Martin
and we'll bring home the
mutton.

And soon all of Henry's men will
wear a union button.

A Union Ford Worker
Not Yet Fired

Magazine 'Time' Bears Out UAW Story of Ford Beating

The magazine "Time," which
ordinarily goes out of its way to
discredit labor organization, has
an interesting comment in its issue
of June 7 on the beating of UAW
organizers at the entrance to the
Ford plant.

Harry Bennett, speaking for the
Ford company, had stated cate-
gorically that no Ford service men
or plant police were involved.
Herewith Time's comment:

Truth Too Much

"Unfortunately for Mr. Ben-
nett's account as far as it con-
cerned the beating of Organizer
Frankenstein, there were too
many witnesses. Newshawks re-
ported recognizing Ford 'service
men' as the attackers, reported
that these men had asked which
were Frankenstein and Reuther.
Also the Ford men were not quick
enough to seize the plates of
photographers. One group of
cameramen were chased in a car
at 60 m. p. h. and took refuge in
the Melvindale police station
where they were followed by three
men who identified themselves as
Ford service men. The pictures
showed that Frankenstein and
friends were given no amateur
beating, but a standard job of
mauling, including gorilla tricks.
One of the pictures disclosed a

pair of handcuffs in the pocket
of an attacker, and from the photo-
graphs it seemed likely that the
Ford men would be identified. It
looked very much as if that brutal
beating might hurt Henry Ford
as much as it hurt Richard Frank-
enstein."

This says very little that auto
workers do not already know and
it is quoted here only to show
that Ford's tactics are so dis-
honest and two-faced that even
Time could not cover them up.

Time goes on to say:

Ready for Strike

"Last week in Massachusetts the
Ford Motor company filed its bal-
ance sheet as required by State
law, providing the annual glimpse
which the public gets of Ford
finances. It did not show, of course,
what dividends had been paid but
it showed an increase of \$19,689,
000 in profit and loss account, of
\$6,737,000 in reserves indicating
that the company has salted away
\$26,427,000 during 1936, over seven
times as much as in 1935. With a
total surplus of \$600,000,000, Ford
Motor company is well prepared
for a costly strike now or later."

This is something for the auto
worker and particularly the Ford
worker to study and think about.



—AP Photo

Richard Frankenstein, organization director of the Ford campaign,
addressing the Cadillac Square meeting of more than 100,000 union-
ists where Henry Ford was warned that he "might as well get ready
to do business with his organized workers."

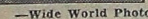
Tells T

"The Saginaw situation last week was traceable directly to the rash action of a superintendent who seemingly forgot or disregarded the agreement which we had with General Motors and the workers then took inconsiderate action in order to prevent what

"However, today, I can give another answer to that question. The Federal Government passed

(7) The National Labor Relations board will sit in as referee on all conferences concerned with grievances which may come up as a result of the strike.

(8) This agreement was witnessed by the National Labor Relations board.



FORD DRIVE

The most important work being done by the Ford organizational committee, however, is not exposing company unions. Many events of an informal and frequently private nature are being held in Dearborn to which are invited unorganized Ford workers. On Wednesday evening, June 16, a social evening was enjoyed by Ford workers at Clark park. In addition to a concert by the UAW band and a basketball game, Rinaldo Cappellini, CIO organizer stationed in Detroit, spoke on the Ford campaign. Hundreds of Ford workers were present.

Papers Turn
 "The morning paper sanctifies its editorial almost daily encounter with beauty of freedom editorialized with the that they had been printing the obvious wouldn't, of course be again. The 'liberal' paper became conspicuous, snarling—until
 "Somewhere along there was an obvious signals. With the it was almost impossible newsmen to write the truth. It must be very sad day for Bingay when his paper to turn traitor to the Little Ford."

Station WJBK—1500 Kilocycles—200 m.
7:00 to 7:15 p. m. every evening—9:30 to 10:00 a. m.
WED. Labor University of the Air—Second series on Adequate Housing for Workers
THURS. Celebrities' Night—WHY I SUPPORT THE FORD CAMPAIGN OF THE UAW
Patrick H. O'Brien.
FRI. 5 minutes of News Comments—THE ABOUT LABOR by William Manchester
Managing Editor, The United Automobile Workers
THE WAGNER ACT—Dr. Joel Schuchman, Educational Department of the UAW
SAT. Address—Congressman Henry C. Steiwer, Minnesota Farmer-Labor Member of the U.S. Representatives.
SUN. 15 minutes of LABOR HEADLINES
WEEK, News Comments by William Manchester
Managing Editor, The United Automobile Worker.
MON. 15 minutes of QUESTIONS AND ANSWERS
5 minutes of News Comments—THE ABOUT LABOR by William Manchester
Managing Editor of the United Automobile Worker
HOW THE WOMEN'S AUXILIARY OF THE UAW WAS FOUNDED—A talk by
TUES. 5 minutes of News Comments by William Manchester
Ford Talk.